V_{major} (km/h)	Passenger Car				Single Unit Truck		Combination Truck	
	Local Road		Collector or Arterial					
	t_g (s)	ISD (m)	t_g (s)	ISD (m)	t_g (s)	ISD (m)	t_g (s)	ISD (m)
20	7.5	45	7.5	45	9.5	55	11.5	65
30	7.5	65	7.5	65	9.5	80	11.5	100
40	7.5	85	7.5	85	9.5	110	11.5	130
50	7.5	105	7.5	105	9.5	135	11.5	160
60	7.5	125	7.5	125	9.5	160	11.5	195
70	7.5	150	7.5	150	9.5	185	11.5	235
80	7.5	170	8.5	190	10.5	235	12.5	280
90	7.5	190	9.0	230	11.0	280	13.0	330
100	7.5	210	9.5	265	11.5	320	13.5	380
110	7.5	230	10.0	310	12.0	370	14.0	430

V_{major} = Design speed of major road

t_g = Time gap for minor road vehicle to enter major road

ISD = Intersection sight distance (length of leg of sight triangle along major road)

ISD is shown for a stopped vehicle to turn left onto a two-lane highway with approach grades of 3% or less. For other conditions, the time gap should be adjusted and the required ISD recalculated using the formula ISD = 0.278 V_{major} t_g .

For left turns onto a two-way highway with more than two lanes, add 0.5 s for passenger cars, or 0.7 s for trucks for each additional lane from the left in excess of one, to be crossed by a turning vehicle.

For minor-road approach grades, if the approach grade is an upgrade that exceeds 3%, add 0.2 s for each percent grade for left turns. The adjustment for the grade of the minor-road approach is needed only if the rear wheels of the design vehicle would be on an upgrade greater than 3%.

INTERSECTION SIGHT DISTANCE
FOR STOP CONTROLLED INTERSECTION

Figure 46-10G